

Intimation.

WM. POWELL LTD.,

ALEXANDRA BUILDINGS.

LACE CURTAINS

Large Variety.

3 yds. \$ 2.30 to \$ 6.00 a pair.
3½ yds. 3.75 to 9.50 "
4 yds. 4.75 to 10.50 "
4½ yds. 6.75 to 16.50 "
5 yds. 10.00 to 21.00 "

MUSLIN CURTAINS

Splendid Selection.

80 cents to \$2 a yard.

Madras (White & Ecu).

Book.

Flowered Book.

Coloured Madras.

Insertion Muslin.

POWELL'S HONGKONG.

At length by 25th August, 1906.

Intimations.

K. A. J. JHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND GENTLEMEN'S.
GENTLEMEN'S SILK UMBRELLAS.
SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.
SANDALWOOD BOXES (INLAIN).
HANDKERCHIEF BOXES, GLOVE BOXES.
MONEY BOXES, &c.
LIVEN HANDKERCHIEFS, JAVA SERONGS.
MANDARIN COATS, COTTON SHIRTS.
SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May 1906. [530]

GREEN ISLAND CEMENT COMPANY, LIMITED.

NOTICE.

IN accordance with Article XVI Section 7 of the Articles of Association the General Managers have this day declared an INTERIM DIVIDEND for the half year ending 30th June, 1906, of SEVENTY-FIVE CENTS per Share, payable to all Shareholders whose names were on the register on that date.

DIVIDEND WARRANTS may be obtained on application at the Office of the Company on and after FRIDAY, the 3rd August.
SHEWAN, TOMES & Co., General Managers.
Hongkong, 31st July, 1906. [792]

BLACKHEAD & CO.,
SHIPCHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTOR
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.
EVERY KIND OF
SHIPS STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES
Hongkong, 7th March, 1906. [61]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公隆爵李

CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE
at

No. 35, DES VŒUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronized by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—
"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Ed.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.
AN INSPECTION INVITED.
Hongkong, 1st March, 1906. [506]

NIKKO CO.

WHOLESALE AND RETAIL DEALERS,
in all kinds of
JAPANESE FINE ART CURIOS, TEA SETS, and SATSUMA WARE.

At Moderate Prices.

Orders Promptly Executed.

No. 5, ARSENAL STREET,
Hongkong.

Hongkong, 28th April, 1906. [510]

Entertainments.

KOWLOON CRICKET CLUB.

GRAND AL FRESCO CONCERT
TO BE GIVEN IN THE
KOWLOON CRICKET CLUB
ENCLOSURE,

Austin Road, Kowloon,
TO-MORROW,
(SATURDAY), September 1st, at 9 P.M.

Admission.....\$1.00
Tickets to be obtained from Members or at the Gates.

Best Local Talent Secured.

Hongkong, 1st August, 1906. [872]

HONGKONG VOLUNTEER CORPS.

A GRAND PROMENADE CONCERT
will be held on the
VOLUNTEER PARADE GROUND,
TO-MORROW,
(SATURDAY), September 1st, at 9.15 P.M.

Tickets (\$2 and \$1)
may be obtained from Volunteer Headquarters and from Messrs. Kelly & Walsh.

Hongkong, 31st August, 1906. [869]

To Let.

TO LET.

NOS. 2, OLD BAILEY and 18, HOLLYWOOD ROAD.

Apply to—
ARRATTON V. APCAR & Co.,
45, Wyndham Street.
Hongkong, 31st August, 1906. [881]

TO LET.

GROUND FLOOR, No. 4, Des Vœux Road,
now occupied by Maham Jays, suitable for Banking Office. It provides a good strong room also.

SECOND FLOOR, No. 5, Queen's Road Central, known as "Victoria Building," containing several Large Rooms, suitable for Offices.

TWO LARGE ROOMS and TWO SMALL ROOMS in No. 2, Ice House Street, suitable for Offices.

ONE ROOM and BATHROOM in College Chambers, No. 31, Wyndham Street.

ING HOUSE with Servants' Quarters, No. 5, Paddy's Hill, 5-ROD DWELL.

DAVID SASSOON & Co., LIMITED.
Hongkong, 29th August, 1906. [874]

TO LET.

NO. 1, "HILLSIDE," THE PEAK.
A HOUSE in WONG-NEI-CHONG ROAD OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE.
FLATS in MORETON TERRACE.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 28th August, 1906. [72]

TO LET.

GODOWN, No. 1, NEW PRAYA, Kennedy Town.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 1st August, 1906. [795]

TO LET.

A HOUSE in KNUTSFORD TERRACE, KOWLOON.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 31st July, 1906. [789]

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.
Hongkong, 5th July, 1906. [703]

TO LET.

TWO GODOWNS at East Point, close to the Water, suitable for the storage of any Cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & Co.,
Hongkong, 20th January, 1906. [147]

TO LET.

HOUSES in MORRISON HILL GAP ROAD.
4 Rooms with necessary Bathrooms and Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL" BUILDINGS, No. 147, Wanchai Road. Each suite contains Bathroom and Kitchen. Very Low Rent.

GODOWN, No. 9, "WILD DELL" BUILDINGS.

Apply to—
PERCY SMITH & SETH,
Accountants and Auditors, &c.,
5, Queen's Road Central.
Hongkong, 24th July, 1906. [767]

HOTEL MANSIONS.

ROOMS to LET on the 4th Floor, Unfurnished, as Offices or Chambers,

Apply to—
THE SECRETARY,
Hongkong Hotel Co., Ltd.
Hongkong, 9th July, 1906. [714]

For Sale.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 30th September, 1906. [62]

GREEK COIN TYPES.

WAS THEIR ORIGIN RELIGIOUS, COMMERCIAL OR MERELY OFFICIAL?

All numismatists have been interested in the discussion that has been in progress during the last ten or fifteen years concerning the character of the first types—generally representations of animals, less frequently floral devices or human figures—that are to be seen on the primitive coinage of Asia Minor and Greece. Two main theories have been prevalent for their explanation: The one has been urged by Dr. Curtius and Dr. Head, the other by Prof. Ridgway. The former school will see nothing but religious emblems in these strange archaic representations of beast and other things. It holds that the State wished to dedicate its money to its tutelary god or goddess, that the stag of Ephesus, the owl of Athens, the lion of Miletus, the tortoise of Engina, are all alike sacred types, referring to the worship of Artemis or Athena, Apollo or Aphrodite: that if the primitive artist engraved the attribute rather than the deity on the coin, it was simply because he was conscious of his inability to produce an adequate representation of the city's patron or patroness on the confined space of a half-inch die. When, art improved, and die sinkers became skilful, the deities themselves began to be portrayed; in the coinage of the fifth and later centuries the god's head normally appears on one side of the piece, the emblem that was originally the sole type is relegated to the other. It has even been suggested that the first mints were established in temples—a theory for which the evidence is most inconclusive. The one inscription which does undoubtedly establish the existence of a temple coinage is on a piece so late that no argument as to primitive practice can be drawn from it. But setting aside this addition to the theory of the purely religious nature of early coin types, it cannot be disputed that much can be learned in favour of the view. Mr. George Macdonald, while granting that the archaic figures are often representations of the emblems of the gods, produces a non-religious reason for their appearance.

The other modern theory as to the origin of coin types has been vigorously set forth by Prof. Ridgway, who denies the religious interpretation of the devices, and sees in them indication of the exchange value of the primitive pieces. The standard currency of most early countries has been the ox or sheep—every one knows how the Latin pecunia derives from pecus. It is a tempting notion to suppose that the first coins were intended to be equivalent to the ox, or other unit of exchange prevalent in the country where the new device of metal money had been introduced. Many early coins bear the representation of cattle, others show sheep, tripods and other objects which we know to have been used as standards of value. Most of the early coinage of Italy, for example, the large bricklike bronze pieces, displays such types. Pollux tells us that *Boas*, the primitive ox unit, was originally used as an equivalent word for the stater, the primitive coin unit; when in archaic religious or legal formulae as ox was mentioned, later generations paid or offered the piece of money as a corresponding contribution. But it would be dangerous to press this view far or we should have to adopt the absurd hypothesis that the value unit of Teos had once been the griffin, or that of Miletus the lion, since these are the first representations found on their coins, both of which go back to the very first days of the invention of money.

Mr. Macdonald rejects both these accepted views in favour of the simple theory that the early coin type merely reproduces the State seal of the issuing State. The community vouched for the purity and good weight of the piece by sealing it with the device which it habitually appended to documents, weights and measures and so forth. As was the case in the cities of medieval Europe, many States used religious emblems as their coat of arms, but others used commercial types and others "gave" canting heraldry, making a pun on the city name, without any religious or other *arrête pendre*. Thus to compare things ancient with things modern, Athens used Athens's owl, or Ephesus the stag of Artemis, just in the same way as the city of London uses the red cross with St. Paul's sword in the canton, or Venice uses the lion of St. Mark. On the other hand Cypriotes used the tunny or Cyrene the silphium plant as purely commercial devices, illustrating the chief industry of the city as much as Bristol shows the castle and ship, Canada the beaver or Iceland the stock-fish in its shield. But quite distinct from each of these we get the punning type. Trapezus showed a table on its coins, Ancona an elbow; Selinus a parsley leaf; just as Oxford now gives us an ox fording a river, Bern a bear or Munich a monk. It seems to us that this lucid, simple, yet many-sided explanation of the early coin types is absolutely conclusive. It leaves us with many religious emblems, such as the one school of commentators pointed out, and many commercial emblems to please the other, yet shows that the type of the coin is only religious or commercial at second hand, so to speak. It reproduced the State seal, and the device of that seal might be settled by either of the two tendencies which prevailed among the early choosers of a municipal device, or might even be settled by mere canting heraldry.—Saturday Review.

THE POISON OF FATIGUE.

That a tired man is really poisoned by the accumulated waste products of his own muscular activity is a theory that is now familiar and has been widely accepted by physiologists. Much of the recent progress in explaining this condition is due to a German investigator, Weichardt, who maintains that the product responsible for the trouble is a definite toxin akin, for example, to that which produces diphtheria. If this is so, there must be a corresponding antitoxin that will counteract its effects, and it should also be possible to become immune to it. In fact, this is exactly the condition of an athlete in "training," is Weichardt's view, says an editorial writer in *The Medical Record* (New York):—

"Among the most puzzling problems with which physiology has had to deal has been the question of muscle fatigue. It has long been assumed that during this process of diminishing irritability which we know as fatigue, substances are produced which exert a poisonous influence upon the muscle tissue. The opinion is based upon the facts that a tired muscle can be restored almost completely by being flushed out, through its own vessels, with salt solution; and that fatigue can be rapidly produced in a normal muscle by injection into it of the extract obtained from muscles already fatigued. Exactly what these toxic substances were was known, but it was supposed that they were definite products of metabolism; and sarcocollin acid, creatin, creatinin, with various other proteid derivatives, have been held responsible."

"This was, crudely stated, the position taken by physiologists until 1904, when Weichardt came forward with a startling hypothesis. He stated that he believed fatigue to be due to a definite toxin, analogous entirely to the toxin of tetanus and diphtheria, or to poisons of a specific antitoxin could be produced. To him the previously accepted views did not seem satisfactory to explain the phenomena observed during the 'training' of athletes or of soldiers, in which prolonged and disciplined exercise makes it possible for individuals to perform easily an amount of work which would prove exhausting or even fatal to the untrained. Increased work, under any circumstances, means increased metabolism, and a consequently more rapid accumulation of its products. It is therefore entirely reasonable on these grounds to doubt the existing opinion on the subject. Weichardt believed that the explanation of these phenomena of 'training' must lie in the production by the athlete of a specific 'antibody' which neutralizes the 'fatigue toxin' as soon as it is formed."

With this idea before him, Weichardt experimented by forcing them to pull against resistance, and he found that, after the waste products previously held responsible for fatigue had been removed, the residue followed, in most respects, the laws governing other toxins. Says the writer: "By its injection into animals, Weichardt could produce, by small doses, rapid fatigue; by large doses, death, accompanied by all the symptoms observed in the original animals during the process of mechanical tiring. The temperature in both cases acted identically; at first rising, then rapidly falling, and continuing to do so until death. Finally, it was possible, by the treatment of horses with this material, to produce an antibody in the serum of these animals which neutralized the action of the toxin. A direct result of his observations, the influence upon the temperature might already have been put to practical use, in that an individual undergoing the physical strain of an athletic contest or a forced march would seem to have entered into a period of danger as soon as his temperature had begun to sink below normal."

Auction.

BY ORDER OF THE MORTGAGEES.

MESSRS. HUGHES AND HOUGH have received instructions to sell by
PUBLIC AUCTION,
ON
FRIDAY,

the 7th day of September, 1906, at Noon, at their Sales Rooms, 8, Des Vœux Road Central.

THE FOLLOWING

VALUABLE LEASEHOLD PROPERTY,
IN ONE LOT.

All that PIECE or PARCEL of GROUND registered in the Land Office as KOWLOON INLAND LOT No. 540 held for the residue of a term of 75 years created by the Crown Lease thereof dated 3rd October, 1888.

Annual Crown Rent, \$560.00.
Area 123,232 sq. ft.

Particulars and conditions of sale may be obtained from—
Messrs. EWENS, HARSTON & HARDING,
Vendor's Solicitors,
or from the Auctioneers.

Hongkong, 23rd August, 1906. [863]

Intimations.

HONGKONG JOCKEY CLUB.

MEMBERS wishing to SUBSCRIBE for "SUBSCRIPTION" GRIFFINS for our next Race Meeting are requested to notify the Undersigned before SATURDAY, the 8th September next.

By Order,

T. F. HOUGH,
Clerk of the Course.

Hongkong, 29th August, 1906. [875]

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

WM. PARLANE,
Manager.
Hongkong, 22nd June, 1906. [71]

KWONG SANG & Co.,
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFACTURERS and DEALERS in Ladies' and Children's Underwear, Silk, Hosiery, Grass-cloth, Fancy and Piece Goods, &c.
Latest style of Ladies' Blouses and Gentlemen's Shirts made to order.
TRIAL ORDER SOLICITED.
Hongkong, 1st February, 1906. [180]

Intimations.

THE PUBLIC HEALTH AND BUILDINGS ORDINANCE COMMISSION.

TAKE NOTICE that a Commission has been appointed to enquire into and report on the following matters, viz:—

1. Whether the administration of the Sanitary and Building Regulations enacted by the Public Health and Buildings Ordinance, 1903, as now carried out is satisfactory, and, if not, what improvements can be made.
2. Whether any irregularity or corruption exists or has existed among the officials charged with the administration of the aforesaid Regulation.

The Commission earnestly invite the inhabitants of Hongkong and Kowloon to co-operate with them by forwarding any complaint they may have to make or suggestion to offer in connection with the matters aforesaid to the Undersigned.

Any person examined as a witness in the enquiry aforesaid who in the opinion of the Commissioners makes a full and true disclosure touching all the matters in respect of which he is examined will receive a certificate from the Commission, which will protect the witness against any civil or criminal proceedings which may be instituted against such witness in respect of any matter touching which he has been examined.

By Order,

W. BOWEN ROWLANDS,
Secretary.
Hongkong, 6th July, 1906. [709]

RAILROAD HELP WANTED.

BY THE KWANG TUNG MERCANTILE ADMINISTRATION OF THE YUET-HAN RAILWAY COMPANY, LIMITED.

In the Kwang Tung section, Chinese Civil Engineers or Engineering Students having experience in Railroad, preliminary, location and construction. Must be capable of handling any kind of Railroad Instruments on field work. Address applications, giving training, references, experience and samples of work, to—

H. E. CHANG,
President of the Kwang Tung Mercantile Administration of the Yuet-Han Railway Company, Limited.
Canton, 15th August, 1906. [840]

A. CHAZALON & CO.

JUST UNPACKED.

**ANCHOVY IN OIL (Boneless).
STUFFED OLIVES.
SARDINES (Boneless).
DO. AU CITRON.
FISH PASTE FOR SANDWICH.
PUREE DE FOIE GRAS DO.**

AND
Other Pic-nic size tins of PRESERVES,
FRENCH BISCUITS,
HUNTLEY & PALMER'S BISCUITS and CAKES.

CROSBIE and BLACKWELL'S SAUSAGES,
STREAKY BACON, BATH CHOPS, &c.

ALSO
GERMAN SAUSAGES, ASPARAGUS, and other VEGETABLES.

Hongkong, 31st July, 1906. [61]

THE WINE GROWERS SUPPLY CO.



BARRETTO & Co.,

General Agents, Hongkong.

LIQUEURS.

L. ROZET & CO., BORDEAUX.

Special Brands.

Apricot Brandy ... \$2.50 Per Bottle Quarts.

Blackberry Brandy 2.50 " "

Cherry Brandy ... 1.75 " "

Cherry Whisky ... 1.60 " "

Croix Jaune ... 2.75 " "

Imperial Orange

Brandy ... 2.75 " "

Mandarine Brandy 2.50 " "

Peach Brandy ... 2.50 " "

BARRETTO & Co.,

Agents,
Nos. 22 & 24, Bank Buildings,
Queen's Road Central.

Hongkong, 19th August, 1906. [150]

Intimations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

ST. ESTEPHE	10.00	11.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION	20.00	22.00
LARRIVET	20.00	22.00
CHATEAU MOUTON	24.00	26.00
D'ARMAILHACQ	24.00	26.00
CHATEAU PONTET	28.00	—
CANET	28.00	—
CHATEAU LA TOUR	33.00	—
CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

LA ROSE is a good sound wine of exceptional value for the money.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITE are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

THE ABOVE PRICES ARE SUBJECT TO 5 PER CENT. DISCOUNT.

A. S. WATSON & CO.,
LIMITED.

ALEXANDRA BUILDINGS.

Hongkong, 22nd August, 1906.

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MSs., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

Weekly—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

The Hongkong Telegraph

HONGKONG, FRIDAY, AUGUST 31, 1906.

"THE VOICE OF THE TOOTER."

Some of our readers will no doubt remember the number of cases in which coxswains of steam-launches have lately been fined by the Marine Magistrate for unlawful use of their whistles in the harbour. Most will think those fines well-deserved, for the nuisance caused to business men on the Praya by the everlasting screaming of these little craft, as they rush about the harbour, has been, and continues still to be, a cause of daily complaint, from firms whose offices front on the Praya. Nobody can say that the fines are unjust or too severe, when the question comes to be considered that by the unlawful use of those whistles they—the users—are misleading other craft plying in the harbour, and thus making themselves a menace to human life. For it is but too often that we hear of accidents occurring in the harbour through collisions between the smaller steam craft, and the steam craft and junks and sampans, whereby loss of life occurs, or if not loss of life, serious loss of property, entirely owing to the ignorance or carelessness of one man, who does not stop to consider consequences as he dashes along, and gives any "signal" he thinks fit, without attempting to be guided by the "rule of road." Too often it is found, after an accident, that an uncertificated seaman, instead of the

licensed coxswain, is at the helm, and he just uses the whistle as a plaything, without having the slightest conception of what he is telling his more enlightened neighbours on the deep. It is to put a stop to this practice that the campaign against these unlawful whistlers has been instituted by the Harbour Master, and supported by him in his capacity of Marine Magistrate. But while many complaints of the nuisance are daily made, when it comes to pushing the matter to an issue it is usually found that the complainants "do not know" the launches they complain of, or "haven't time" to go and give evidence against them, when they do. Unless those annoyed will assist in the matter of getting the miscreants brought to justice it must naturally follow that a large number must get off scot free, almost criminally at fault though they are. Some of the offenders who have been punished, and their owners, in their ignorance having considered that they were too severely dealt with, when caught in flagrante delicto, and to deal with them in all equity and justice, we now learn that special instructions are being prepared by the Harbour authorities for issue to each owner, master and coxswain of the 260 odd launches running about this harbour, which notices contain, in Chinese and in English, clearly set forth, the rule of the road, and the meaning of the use of the whistle, in all its various blasts. After a study of these notices by those concerned we think we should hear less of these, at present, necessary prosecutions.

LOCAL AND GENERAL.

THE Colonial Secretary informs us that the issue of clean bills of health was resumed to-day.

ACCORDING to the *Canton Daily News* a merchant named Ho Hau Kook has presented three-fourths of his own land on the south bank to the waterworks. The supervisor, upon being informed of this, complimented him very highly for his interest in public benefits, and states him as being "good and profitable for the public."

THE oldest woman in Illinois, U. S. A., Mrs. Nancy Tighe, a native of County Kerry, has died at the age of 107 years. She celebrated her 107th birthday last March, and in honour of the event danced several Irish jigs. Up to her 101st birthday she had never had a day's illness. Mrs. Donald White, of Sandbank (Argyllshire), has recently completed her 106th year. From her early days she has always lived an industrious life, and her principal diet has been porridge, milk, herrings and potatoes.

"THIS case is dismissed then," said his Honour Mr. A. G. Wise, Puisne Judge, presiding in the Summary Jurisdiction Court, this morning. "Tell the defendant he may go away as there is no plaintiff present to prove his claim." The plaintiff: "He says he does not want to go away, he wants to say something for his defence." "No defence is necessary, as no plaintiff is here; tell him to go away—he is dismissed," said his Honour. Then the defendant, very reluctantly, left the Court, wondering what he was up against.

MR. F. A. Hazeland delivered judgment at the Police Court, this forenoon, in the case in which eight Indian shopkeepers, of 1, Agular Street, were charged with gambling. His Worship held that the defendants had committed no offence in playing *lul*. Each player had even chances, each man was entitled to be banker, and there was no commissions accepted. Therefore there was no breach of the Ordinance, and he discharged the defendants. Mr. H. J. Gardiner, of the office of Mr. O. D. Thomson, appeared on behalf of the defendants.

THE Canadian *Argonaut* eight that came over to Henley attracted great attention on account of their grand appearance, the crew are fine specimens of Canadian physical manhood, as the following table shows:

	Height.	Weight.
Captain Wright	6ft. 11in.	185
No. 7, Mackenzie	6ft. 4in.	169
No. 6, Lloyd	6ft. 1in.	175
No. 5, Fellowes	6ft. 5in.	195
No. 4, Walsh	6ft. 5in.	185
No. 3, Kent	6ft. 6in.	180
No. 2, Grubbe	6ft. 3 1/2 in.	175
Bow, Thompson	6ft. 11in.	165

This gives an average of almost 6ft. 2 1/2 inches. Veritable sons of Anak!

AT about 5.20 p.m., yesterday, as car No. 21 was passing the Brokers' Exchange in Des Vaux Road, going east, it was seen to be on fire, the flame arising up the sides of the car from underneath. The car was brought to a standstill, and the connection severed, when the flames were extinguished. At first the passengers, all Chinese, did not know what had happened and sat in the car contentedly waiting for it to proceed on its way, but seeing the flames extinguished the conductor renewed the connection, when the faulty wire became troublesome again, and when the conductor started the car there was an explosion like a pistol-shot, and the flames burst out afresh. Then the passengers woke up to the position of affairs, and in their hurry literally fell over each other in their anxiety to "get out of the burning car," and reach the pathway. The connection was again cut off, and another car coming up from the west, took the derelict in charge and conveyed it to the depot at Bowington Canal.

TO-DAY is the 30th anniversary of the accession of Abdul Hamid II. to the throne of Turkey. The Sultan will be 65 years of age on the 21st of next month.

YESTERDAY afternoon in Lai Pay Street a policeman curled himself up on a convenient door-step and indulged in forty winks. As all-luck would have it, an inspector happened to pass, and seeing him, hauled him off to the lock-up, where a well administered 40 cuts of the bamboo have probably rendered it a matter of inconvenience to him to sit down at all, much less sleep, for the next few days.—*Canton Daily News*.

BY kind permission of Lieut.-Col. A. G. Fittou, D.S.O., and Officers, the Band of the 2nd Bn., "The Queen's Own" (Royal West-Kent Reg.), will play the following programme of music, during dinner, at the Hongkong Hotel, on Saturday, 1st inst.:

March—"Prelude" (Dover)

Selection from—"The Ball of New York" (Keller)

Valse—"Lucie Brader" (Kullsch)

Gavotte—"Mimosa" (Philip)

Chanson de Nuit—"Merrie England" (Edgar)

Selection from—"La Cantine" (Ganne)

Scottish Overture—"Red Rover" (Burns)

March—"God Save the King"

It is reported that the Korean Council of State has decided to lease Chin-hai Bay and Yong-heung Bay to the Japanese Government, for the purpose of establishing naval bases. The Council were of opinion, says the report, that the Korean Government was not yet in a position to undertake the work of national defence, hence the Japanese Government's proposal was accepted. A Seoul dispatch states that the Russian Government has decided to establish a consulate at Fusan, and has appointed Mr. T. Vassiloff to the post. This nomination has first to be approved by the Japanese Government.

INSPECTOR Withers charged two stall-holders of the Western Market before Mr. F. A. Hazeland, to-day, with being in possession of false scales. When told of the charge the first defendant replied: "Why, I have had that scale for years." "Then you have been making too much money out of the public," replied his Worship. "How many years have you had that scale?" asked the Court. "Between five and six years," answered defendant. The second defendant when told that he was "doing" the public became very indignant. He said business is business. There were no frauds in business. His Worship knew what his business was and fined each man \$100.

A MOST sensational case was recently tried at Berhampur sessions, Madras. Several men were charged with the murder of a man whom they suspected as a sorcerer, and to be associated with *sanyas* and learned in magic, and who had evidently played on the fears and superstitious beliefs of ignorant villagers till they believed he could compass the deaths of enemies, and that he actually conjured up the cholera epidemic in villages, and let loose the "Goddess of the Burning Ground." They lured him to the cremation of one of the villagers, who had succumbed to cholera, and as all sat round the funeral pyre drinking arrack, as is the custom, they suddenly attacked him, wounded him on the neck, and dragging his body on the burning pile, cremated it there and there. The chief actors in this village tragedy were sentenced to transportation for life, and others to various terms of rigorous imprisonment.

ANOTHER account of the relic of the Chinese junk *Kyong*, recently presented to Prince Edward of Wales, "A.S." writes from Brockley:—"The Chinese junk *Kyong* was visited by crowds as she lay anchored in the Thames, and a medal was struck to celebrate the event. In common, doubtless, with some of your other readers, I have preserved an example, the vessel having been one of my earliest sensations as a small boy. The obverse of the medal has a representation of the junk, a three-masted vessel, with, at the foot, the words: 'The Chinese junk *Kyong*.' The reverse has the following inscription: 'The first junk that ever rounded the Cape of Good-Hope or appeared in British waters. Her dimensions are: Length 160 ft.; depth of hold, 12 ft.; burden, 200 tons; Chinese measurement: rudder, 7 1/2 tons; mainmast, 9 tons; mainmast, 8 1/2 ft. long from deck. The ship built of teak wood. She sailed from Hongkong, 6th December, 1846; arrived in England, 27th March, 1848—477 days from Canton. Captain Kellet, commander.'"

A FRENCH ADMIRAL ON SINGAPORE.

In September last, in an interview with a representative of the *Petit Journal*, Admiral Fournier, after mentioning the importance of Singapore from the commercial and strategical points of view, is reported to have said:

"It may be stated that a fleet supported by such a base, properly fortified, could absolutely prohibit the passage of any naval force, and could render more difficult commercial communication between the China seas and Europe, which could virtually be suppressed. This carrying out of a scheme which has long been studied and prepared can assuredly not be regarded as a menace directed against such or such a Power having interests or colonies in the China seas. In reality it does threaten them all."

"But a fact which has to be considered is that the creation of a naval port at Singapore is the first step taken by Great Britain in the way in which she longs to go—namely, to the supreme in maritime commerce in those seas which, after having known only her flag, have seen its power wane before that of a formidable rival—Germany. Singapore is a key port to the gate of the China seas."

A STRIKE IN CANTON.

CHAIR COOLIES' PROTEST AGAINST REGISTRATION.

[From Our Own Correspondent.]

Canton, 30th August, 1906.
All the chair coolies of Canton went on strike to-day, to mark their disapproval of the action taken a short time ago by the Police Department. As I have already reported, the department issued a notice stating that all chair coolies will have to be registered in future and each be given a register number as is done in Hongkong. Against the enforcement of the new rule the coolies have protested by refusing to ply their vehicles for hire. The strike has caused the general public great inconvenience. It is to be hoped that the Police Department will come to an early understanding with the men, and so avoid the possibility of any disturbance with these passive resisters who might be taught to acknowledge the reasonableness of the regulation for registration.
The German Parliamentary party, who are touring Canton, had some difficulty in securing chairs for their conveyance into the city. Viceroy Shum came to the rescue of the visitors by providing chairs from his Yamen. An official guard accompanied the German party.

COXSWIN SUMMONED.

WHERE WAS THE MASTER?

The summons against the master of the steam launch *Grethen*, for not being on board the launch while the launch was plying in the harbour, which had to be postponed on Tuesday last owing to the non-appearance of the master, was heard before Mr. F. A. Hazeland, at the Police Court, this morning. P. C. Counsell prosecuted, and Mr. F. B. Deacon, of Messrs. Deacon, Looker and Deacon, appeared for Messrs. Meyer and Company, the owner of the *Grethen*. The cause of the coxswain's non-appearance at Court on Tuesday last was due to the fact that the summons was wrongly served on Messrs. Arnold, Karberg and Company.

P. C. Counsell said that at 9.30 a.m., on 23rd instant, near Blake Pier, he saw the steam launch *Grethen* under way. Having a summons to serve on the master of the launch he called on him to stop. Witness boarded the launch and asked for the master in order to hand him the summons, but witness was told that he was not on board. He approached the man-at-the-wheel, and he said he had no certificate. Witness then took charge of the launch and took her to the P. and O.'s wharf.

Cross-examined: When he first saw the *Grethen* she was under way about 300 or 400 yards off Blake Pier. He did not see her alongside the pier before that. The *Grethen* was steaming towards Murray Pier at about half-speed when witness stopped her. There were always many launches around Blake Pier. When witness was told that the coxswain was not on board he put no further questions to the seaman. He did not even ask where the coxswain was. When witness met the coxswain at the P. and O. wharf he did not ask him where he had been to, but the coxswain said something to witness which the latter did not understand. Witness did not speak Chinese. Certainly there was a P. and O. wharf, it being between Douglas and Blake Piers. Witness did not endeavour to ascertain where the coxswain was.

Henry Vernon Burdett, Assistant, Messrs. Meyer and Company, said on the morning of the 23rd instant he saw the coxswain of the launch *Grethen* at his firm's office. The coxswain went there for orders as was his regular habit; after receiving orders the coxswain returned to the launch. On this occasion the coxswain was in the office for about ten or fifteen minutes.

Mr. Deacon submitted that in all probability the launch was off the wharf at the time the police saw her. The launch master was away for orders and the next senior man was in charge of the launch. When the coxswain left the launch the *Grethen* was amongst other launches; and when a launch leaves the wharf others had to give way to allow that launch to leave. On this occasion the *Grethen* moved off to allow another launch to leave the wharf. He contended that was not plying and he would ask for the coxswain to be discharged. His Worship held that an offence had been committed. It did not require a launch going out 300 yards to allow another to pass. The defendant would pay a fine of \$25.

NO HEAD LIGHTS.

P. C. 87, of the Water Police, proceeded against the masters of the steam launches *Enna* and *Lee Ka* for neglecting to exhibit a bright light on their mastsheads while plying in the waters of the Colony on the night of the 26th instant. The coxswains said that the wind blew the light out, but the police said there were no lamps on the masthead for the wind to blow out. They were fined \$10 each.

TOO MANY PASSENGERS.

P. C. 1 summoned the master of the launch *Cheong Yik* for carrying twenty passengers in excess on board his launch, on the 26th instant. The charge was proved and the coxswain was fined \$25.

CEMENT TRADE.

ACTIVITY IN JAPAN.

After a period of depression during the war, the cement industry in Japan has greatly revived, the demand increasing in home, Manchurian, and Korean markets, while large orders have been received from San Francisco. The Osaka Cement Company—though working night and day—is unable to keep pace with the demand. The present capacity of the works is 15,000 barrels a month, and it is proposed to increase the plant to obtain an output of at least 250,000 barrels per annum. The necessary machinery has been ordered, and tenders will shortly be invited for the extension of the works to accommodate the new plant, the work to be completed by the end of October next.

CANTON DAY BY DAY.

NEW MEDICAL COLLEGE.

[From Our Own Correspondent.]

Canton, 30th August, 1906.

A certain German-born Chinese surnamed Fong has applied to the Education Department for a vacant piece of ground, for the purpose of erecting a Medical College, for the study of both Chinese and western medicine.

GIRLS SCHOOLS.

On the 11th day of the 7th moon (20th August) two newly established girls' schools were opened in Canton.

A LUCKY APPOINTMENT.

As the Provincial Examiner is now appointed the Chief Director of Examinations, Viceroy Shum has memorialised the Throne to increase this official's pay by 1,200 taels monthly. This is in addition to his former salary of 4,000 taels per annum. This salary will be paid to him monthly by the San Hau Chu of Canton.

QUEEN WILHELMINA'S BIRTH-DAY.

DUTCH CONSUL "AT HOME."

To-day being the anniversary of the birthday of Her Majesty the Queen of the Netherlands, Dr. Van de Sande Bakhuizen, acting Consul-General for the Netherlands at this port, was "at home" at the Hongkong Hotel, where he received callers and visitors wishing to attend and offer their congratulations to the Consul-General on behalf of his Royal Mistress. Among those who called were Captain Smith, A.D.C., representing His Excellency the Governor, Sir Matthew Nathan, Captain Muller, representing Commodore Puggett Williams, H.E. Colonel Darling, members of the Legislative Council, the Consular Corps, and members of the Dutch and Foreign communities. Queen Wilhelmina enters upon her 27th year to-day.

THE FALL IN THE VALUE OF GOLD.

Mr. Moreton Frewen, writing in the *Outlook* (London) says:—The exports of the United Kingdom increasing from the sum of £240,000,000 in 1874 to £301,000,000 in 1904, an increase of 25 per cent. The growth of the exports in the case of Germany and the United States has been on a much more splendid scale. But in dealing with this period, any figures based on the value of trade must be very far from reliable. From 1874 to 1896 average prices fell in the ratio of 100 to 61, so that on the scale of prices obtaining in 1874 the volume of our exports must have more than doubled to have attained the aggregate of £301,000,000 in 1904.

Mr. Sauerbeck's "index-numbers," which are published in the *Times* City column during the first week of each month, are becoming of unusual interest. Since 1896 the depreciation of gold (in other words the rise of prices) is just what we should expect in consequence of the enormous yield of the world's gold-mines. It is not too much to say that never before has there been such a continuous and rapid rise of prices—a rise of prices which could only have originated in a metallic inflation of the world's currencies. The late Professor Jevons wrote of the much less rapid fall in the value of gold which was caused by the gold discoveries in California and Australia. "The country may be said to be calmly looking on while every contract, including that of the National Debt, is being violated against the intention of the contracting parties."

Mr. Sauerbeck's index number, obtained by striking the average price of the forty-five leading commodities, gives for the average of the years 1857-1877, 100; 1896, 61; May, 1906, 77. In other words, the amount of products which in 1896 would have purchased sixty-one sovereigns would in 1906 purchase seventy-seven sovereigns. So that, had the volume of our exports for the past ten years failed to expand at all, yet the sterling value of these exports would have shown an increase of over 25 per cent.

There is every reason to anticipate that prices during the next fifteen years will rise enormously—will revert to the price-level (equals 100) of the decade 1857-1877. This rise of prices will be unfairly ascribed to the operations of trusts and to the advance which should equitably take place in railway and steamship rates. The real reason, however, will be in the depreciation of gold by reason of its abundance. So recently as 1883 the yield of the mines was only 4,614,588 ounces, while for 1905 it was 18,214,419 ounces.

If Mr. Bryan in 1896 and metallists the world over merely desired "inflation," they have since got inflation with a vengeance, and inevitably a far vaster inflation awaits us. If, however, we wanted steadier prices and fixity of exchange between yellow men with white money and white men with yellow money, then we have not got it, and we leave that interesting issue—namely, a scientific standard of value and exchange—to reward the labours of a wiser generation. In the meantime we must be content, as Jevons expressed it, to "calmly look on while every contract, including that of the National Debt, is being violated."

After the great gold discoveries of 1849, European prices rose, and thus all the exports from Asia were magnetised by those higher prices which awaited them here. So that the trade balances immediately turned in favour of Asia, thus correcting currency inflation here by melting up and drawing Europe's legal-tender silver into the East. But to-day in Europe there is no longer any silver "parachute" to break the fall of gold, because there is no longer any legal-tender silver to be taken away at "melting-pot" prices. Throughout Europe and America, therefore, the metallic inflation of the next quarter of a century is likely to raise a prodigious clamour on the part of the creditor classes. It is probable that the legislatures of the great creditor communities may be importuned to demote gold, and that the supreme virtue of comparative stability may be ascribed to silver monometallism.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

THE TIENSIN TRAGEDY.

CONSUL LAPTEW DEAD.

[From Our Own Correspondent.]

Shanghai, 31st August, 11.35 a.m.

Mr. N. Laptev, Consul for Russia, who was shot by the contractor Levitsky, died at Tientsin yesterday.

BARON HAYASHI.

REPORTED RESIGNATION.

[From Our Own Correspondent.]

Shanghai, 31st August, 11.35 a.m.

The resignation of Baron Hayashi is reported from Japan to be impending.

THE KEROSENE OIL RAID.

A CONVICTION RECORDED.

In a recent issue of this paper we reported that the West Point police, in charge of Inspector Collett, had raided a shop at No. 283, Des Vaux Road West, and had seized 50 tins of kerosene oil, which had been illegally stored on the premises.

The report went on to say that the police intended adding more charges against the owner of the oil before bringing him to Court.

One of the charges, it was alleged, would be infringement of kerosene oil trademarks. This morning, we were informed, that although the police think there was an infringement of trademarks on the part of the owner of the oil, a leading oil firm in the Colony, who are the owners of the alleged infringed trademark, had intimated that it was not their intention of prosecuting.

Inspector Collett therefore summoned Chea Cheuk Ting, of No. 283, Des Vaux Road West, before Mr. H. H. J. Comports, this forenoon, for illegally storing kerosene oil on their premises.

Mr. F. Paget Hett, of Messrs. Bruton and Hett, appeared on behalf of the defendant.

Evidence was heard. The police proved their case, and his Worship found the defendant guilty. A fine of \$50 was imposed, and the kerosene seized was ordered to be confiscated.

VENICE: THE BRIDE OF THE SEA.

Of Venice, far more truly than of Naples, may it be said, "See Venice and die." This city of floating palaces, whose modern hotels are but the adaptations of those old Hotels of the Continent during its proudest epochs, this town of dark alleys of turgid water, slipping sluggishly under bridges hallowed by the romance of the cruellest and most romantic period of European History, from whose backwaters and lagoons issued, in days long past, those daring spirits which manned the argosies of the most famed, whether for might or ill, of all republics, awakes in all who have ever visited her gates, a feeling of indescribable, passionate admiration. There is no city which could so stir the pulses of any man, be he artist and dreamer, or historian and man-of-war. To the sailors of our fleet, who are now being regally entertained there, Venice can offer a setting for a pageant which no other place in this small world can quite equal. The imagination can run riot over the glory of Venice at night time, illumined by a thousand brilliancies dancing in the waters glancing on the glories of the della Salute and recesses of the pillared arcades of the Doges' palace. The great piazza, with Venice's inimitable cathedral at the far end, and the arched sidewalks, the twisting tortuous byways leading from the great main waterway to the silent eerie channels—all crowded with the jostling many-bued throng which makes the life of Venice, filled now with British sailors, men and officers rubbing shoulders with the inhabitants, all the best of friends, and all the better friends, because the occasion is one of those fete times so dear to the Italian heart. Amid such scenes, and in such company, our men should have a glorious time, and the shops of Venice, those curious low-browed shops, filled with the embossed leather, Venetian gold, Venetian embroidery and lace, will be taking the gold from willing hands, and returning those liras, whose doubtful spending capacity is a characteristic of Italy.—S. F. Press.

SHIPPING AND MAILS.

MAILS DUE.

Australian (*Changsha*) 1st prox.
French (*Salazie*) 3rd prox.
American (*Doria*) 4th prox.
Canadian (*Empress of Japan*) 4th prox.
Australian (*Australian*) 6th prox.
Canadian (*Montreal*) 11th prox.
Indian (*Kutnam*) 15th prox.

The P. & A. S. Co.'s s.s. *Numantia* sailed from Astoria for this port via Japan ports on 28th inst.

The N. G. I. S. S. Co.'s s.s. *Ischia* left Singapore for this port yesterday afternoon, and may be expected here on 4th prox.

The N. Y. K. Bombay Line s.s. *Ceylon Maru* left Kobe for this port via Moji on 30th inst., and is expected here on 20th prox.

TELEGRAMS.

"HONGKONG TELEGRAPH" SERVICE.

BRITISH ENGINEER MISSING.

FEARED MURDER.

[From Our Own Correspondent.]

Shanghai, 31st August, 11.35 a.m.

Mr. Wills, a British engineer, who was travelling at Jehoh, Tientsin, is reported to be missing.

It is feared that Mr. Wills was murdered by bandits.

[Reuter's.]

LONDON, 29th August.

The Wellman Expedition.

It is now confirmed that the Wellman expedition to the North Pole has been abandoned.

Russia.

It is stated in St. Petersburg that an insurrection had been planned for October and that vast quantities of arms and explosives had been purchased. The insurrection had, however, been thwarted owing to the number of arrests of the conspirators.

The Tsar and the Grand Duke Nicholas were among the bearers of the coffin at General Minin's funeral yesterday.

A manifesto from the Labour party of the late Duma, to the Army, says that the soldiers have sworn 'loyalty' not only to the Tsar but to the Fatherland, which the Tsar has deceived.

The manifesto urges the soldiers to fulfil their oath to the Fatherland and to fight for the authority of the people.

Later.

Failure in America.

A sensation has been caused in America by the failure of one of the strongest financial institutions in Philadelphia, a real estate and Trust Company.

The failure involves £1,400,000. The president of the company, a Mr. Nipple, a most prominent Presbyterian churchman, has committed suicide.

[Singapore Free Press.]

The "Times" on Canton Piracy.

London, 23rd Aug.

Reuter's correspondent at Peking says that the Dowager Empress plans summoning a conference of officials and viceroys to discuss the adoption of a constitution.

The Commissioners on returning from their tour abroad recommend gradual change to a constitutional government.

The Times complains of the increase of piracy in Cantonese waters, and the growing indifference of the Chinese authorities to the right of Europeans, emphasizes the incapacity of the Viceroy and warns the Chinese that, unless they suppress piracy, Great Britain may undertake the task herself.

British Fleet Visits Venice. Brilliant Reception.

The Mediterranean fleet has arrived at Venice and received the most cordial welcome. The city was magnificently illuminated at night and the Venetians held a great serenade on the Piazza San Marco and also round the warships.

THE OPIUM FARM.

At noon, to-day, tenders for the next financial period of the Opium Farm, commencing 1st January, 1907, were opened in the Colonial Secretary's office. There were five offers.

THE WEATHER.

The following report is from Mr. F. G. Figg, First Assistant of the Hongkong Observatory:— On the 30th at 12.30 p.m.—Signal lowered.

On the 31st at 11.35 a.m.—Except over N. China and Japan, the barometer has risen generally, particularly over Formosa and the S. and S.E. coasts of China.

The typhoon has filled up rapidly during the past 24 hours. It is shown this morning as an elongated depression lying between the S. Coast of China and the Yangtze. Pressure is highest over Japan. It exceeds the normal by about 0.1 inch over this area and the Loochoos, and is in defect a like amount along the China Coast.

Pressure is probably high also to the N.W. of China.

FORECAST.

1.—Hongkong and neighbourhood, S.E. winds, light to moderate; showery.

2.—Formosa Channel, S.E. winds, fresh to moderate.

3.—South coast of China between Hongkong and Lamoo, same as No. 1.

4.—South coast of China between Hongkong and variable winds, light to moderate.

The "gunny bag" case again occupied the attention of his Honour Sir Francis Pigott, Chief Justice, in Original Jurisdiction to-day, and was still proceeding when our representative left the Court at 4 p.m.

HONGKONG PROPERTY THREATENED.

Readers of the Hongkong Telegraph will recall the article appearing in these columns about a fortnight ago under the above caption. Our friendly contemporary at Canton takes exception to our criticisms and thus "states" our leader writer:—

Under this alarmist heading one of our contemporaries in the premier port endeavours to prove, by the aid of sundry sophistries, that the proposed railway connection between Canton and Whampoa means death to the trade of Hongkong. A piteous picture is prosecuted of the days in store for our neighbour by the sea. The mighty harbour, deserted, save for a stray warship or so, with perhaps "an odd tramp or a sailing vessel, nothing more." Its only visitors a few passengers for Kowloon. Its trade dwindled to "a few cargoes" also "for Kowloon possibly and the district traversed by the Kowloon-Canton Railway." The island of sweet streams itself, the photographer's happy hunting ground, the delight of the traveller, "a deserted rock in the ocean." All this the result of a few miles of railway not yet constructed, still in nubibus, in fact, certain to be mismanaged when it is constructed. In such tragic fashion extol from the field of greatness Hongkong, enter Canton and Whampoa, Sic transit.

Apart from such vapourings as we have here outlined there seems to prevail fairly widely the impression that the development of Canton—for with the memory of the Chinese attempt (and ignominious failure) to divert Shanghai's trade to Woosung fresh in our minds we can leave Whampoa out of the question—can only take place at the expense of its more powerful neighbour—Hongkong and that all attempts at advancement here should be regarded by the latter with a very jealous eye. But such is surely a very mistaken impression. Exactly the same feelings—one might almost say, apprehensions—animated the merchants of Shanghai, when, some years ago, they watched the rise and rapid opening up of Tientsin, and Hankow and other ports on the Yang Tze-kiang, yet how unfounded have they proved! All these recently developed places have grown enormously, in the last few years and, doubtless, will continue to do so, but not at the expense of Shanghai. So far from that being the case, the trade of the 'Model Settlement' has shown a marked increase during the period of their rise. And it will be the same in the South, too. Canton to extend its business need not take from Hongkong, which will always be the centre from which goods are distributed among the smaller ports. This trade Canton does not, indeed could not, menace. But there are, in what we might call the Kwangtung hinterland, vast trade resources that up to the present, are practically untouched and which if Canton does not attempt to develop the Hankow way will inevitably divert northwards.

Thus we would suggest that the merchants of Hongkong should lay aside all such petty feelings as we have indicated above and do their best to further the interests of the settlement here.

They may rest assured that the dig in the manager policy will not pay, in the long run. In South China there is enough, and to spare for all-comers as regards both exports and imports—exports because the combined efforts of both places have tapped the huge territory at our backs, imports because where Canton teaches, Hongkong could never where touch and where Hongkong is the distributor Canton would not find it profitable to go. Now is the time, if ever, for both places to move forward and nature as well as man seems to have designed that they should do so hand in hand.

Too widely separated to be real rivals, the Kowloon and Canton Railway will bring them within a few hours of each other by land just as the Tze-kiang with its many fine steamers has done by water.

AN ARMED LUNATIC.

MADMAN CLEARS SOUTH BRIDGE ROAD.

A Chinese lunatic, who possessed himself of a chopper and ran about brandishing it in Southbridge-road, created a panic there, says the Singapore Free Press, of Aug. 24, and soon cleared the street of traffic, the occupiers of the houses on either side barring their doors to keep him out. With great cunning the lunatic, who had been roaming up and down the street, then hid himself behind a pillar and watched for the approach of some unsuspecting citizen. He was not long in concealment when a peaceable Chinaman, not remarking the unusual quiet of the road, entered from an intersecting street. With a howl the maniac sprang out, but the Chinaman, after just one glance, sprang like lightning to a tram standard and shinned up it in record time. The lunatic then cut and hacked at the foot of the standard, doubtless believing he could cut it down, but the only effect was to badly turn the edge of his weapon. A police constable, who had been waiting his opportunity, then ran up and after a struggle managed to overcome and disarm the maniac. He was taken to the Central Police Station and just outside the Police Court was seized with another frenzy and it took two powerful European sergeants all they could do to keep him from breaking away again. When the frenzy passed the madman himself held out his hands to be manacled and was taken away to the General Hospital for medical observation. There was one amusing feature in the affair, which otherwise was a most serious one. This was the behaviour of the tenant of the tram standard after the lunatic's arrest. He came down and strutted round proudly describing what he would have done to the lunatic had necessity called for it. He went so far as to shake his fist in the madman's face and whether this angered the lunatic or the constable purposely partly released his hold to give the braggart a lesson is a moot point, but by any way the lunatic made a spring and nearly got his tormentor. The Chinaman did not wait for anything else to happen, but turned and ran for his life, followed by the jeers of the crowd, who shouted that the madman was after him. For all that is known he may be still running.

ALLEGED BRIBERY.

INSPECTOR GIDLEY ON TRIAL.

"CONTRACTOR'S TROUBLES COMPENSATED."

Further evidence was taken at the Police Court, this afternoon, before Mr. H. H. J. Gompertz, in the case in which Sanitary Inspector H. J. W. Gidley was charged with accepting bribes from one Chak Hok King during the months of November and December last year.

Mr. F. B. L. Bowley, Crown Solicitor, prosecuted on behalf of the Crown, the defendant being represented by Mr. C. D. Wilkinson, of Messrs. Wilkinson and Grist.

Chak Hok King, contractor and manager of the Lik Kee shop, East Street, Tai Ping Shan, was examined at some length after we went to press last evening. Examined by Mr. Bowley, Chak Hok King said that one day in November a man from the Yuen Fat Hong called on him. Witness did not go to them, but sent his friend the broker Mok. Some little time later the broker returned and handed witness two notices or warrants, which had been issued by the Sanitary Board. After a short conversation with the broker witness took the notices and went and saw defendant at his house. There were no others present when he saw the inspector. Witness said to the inspector: "The owner of these houses asks you to exempt them from being re-concreted. The owner will give you a present." Defendant said: "If he desires that no concrete be laid I will do it for him, \$25 a house. I will go and look at them to-morrow."

Defendant then gave witness the paper and he said he would inform the owner. When the inspector said "the same as before" he referred to two houses in Des Vaux Road, Nos. 119 and 121. The owner asked to be exempted from re-concreted the houses. Witness showed defendant the papers, and defendant said: "If concrete is not to be laid, \$25 each house." Witness said he would go and speak to the owners, and defendant said he would inspect the premises in the afternoon. After an inspection of the premises defendant said: "All right. Can do" and witness paid him \$50. He gave witness \$10. The first money he paid defendant, \$250, was handed to him by the last witness. When he received it he went to see the inspector at the office, and said the owner of the premises in question had sent him "the thing." Later the Inspector met witness and his friend at the houses in Queen's Road West near the Government Civil Hospital, and inspected them. The inspection was made by the floors being thumped to hear the sound.

Continuing, witness went on to say that after the examination of these houses they went and examined others in Possession Street. Queen's Road West and Bonham Strand West. When they entered the Yuen Fat Hong shop a hole was dug in the floor. He saw the concrete, and considered it of ordinary quality. The defendant said it was soft. After leaving the Yuen Fat Hong witness asked defendant which of the houses inspected were good and which were not. Defendant said they were all good and told witness to call at his house about one o'clock. He called as requested and saw defendant in his bedroom. Taking out of his pocket the notices now before the Court, he handed the defendant \$250, and defendant gave him \$50. Witness told defendant to sign the papers, or the Chinese would not believe him. Defendant signed them there and then. Witness asked the inspector to inspect 8 and 10, Bonham Strand West, and he agreed. Including these numbers there were eleven houses inspected. After the inspector had signed the papers he handed them to witness, who in turn handed them to Mok and Mok took them to the landlord.

TO-DAY'S PROCEEDINGS.

Chak Hok King was further examined. He deposed that he had seen before the paper shown him (order or warrant). That paper was signed by defendant. He first saw that paper when Mok brought it to him from the Yuen Fat Hong. When Mok gave him the paper he took it to the inspector at his family house. Witness said to defendant: "You remember the \$250 I handed you? I want you now to exempt the landlord of a house in Wing Lok Street from concreting." Witness said he would go and inspect the premises on the following day. The next day he inspected the premises. The defendant inspected the concrete by pounding it with a stick. Witness did not remember if there were any holes dug in the concrete on this occasion. After the inspection witness asked if it could be exempted and defendant said, "yes." About fifteen minutes on the same day witness again went to defendant's house and gave him some money. The money (\$5) he gave defendant was given him by the broker Mok. Defendant on receiving the money gave witness \$10 and he signed the warrant as follows:—"Examined and found good." H. J. W. G. 29/12/05. Defendant made an attempt to sign the warrant in pencil, but witness objected, saying that probably the landlord of the house would not accept it. He then used ink and witness took the warrant back to the shop.

THE CROSS-EXAMINATION.

Cross-examined, witness said that before his father died he took no part in the business.

"How could you take charge of a business when you knew nothing about it?" asked Mr. Wilkinson.

"I was helping my father at night—making out bills, etc.," answered witness.

"How old are you?"

"37 years old."

"What year did you leave school?"

"I don't remember."

"Were you a boy then?"

"No. A man then."

"Is there another firm named Lik Kee in the Colony?"

"No."

"Have you done a good business since your father died?"

"Not very well."

"Just enough to live on?"

"A little more than that."

"Have you ever had people who never paid for their work?"

"I can't remember now."

"Have you spent more money than you received?"

"Yes."

"Did you get more work from defendant after the Yuen Fat Hong affair?"

"No."

"Are you a friend of the defendant?"

"Yes."

"Do you know it is a criminal offence for the defendant to accept bribes?"

"I do."

"You knew it all along?"

"Yes."

"And was that a reason why you did not give the Yuen Fat Hong a receipt for the \$250 you received?"

"The man did not ask for one."

"Did you know that to induce a person to accept bribes was also a criminal offence?"

"I do."

"Then you know you are guilty of an offence?"

"Mr. Bowley objected and said that the witness was not obliged to answer the question."

His Worship said he would make a note of Mr. Bowley's objection, but did not think that the answer would be incriminating.

"Are you not afraid of being prosecuted?"

"No. I am not, because the newspapers said that if I told the truth I cannot be prosecuted."

"You said you were on friendly terms with the defendant. Why now did you turn round on him?"

"Because the Government found him out."

"Has he ever refused you anything?"

"Never."

"And you are now trying to send him to gaol."

"The Government found him out."

"You said that you last saw defendant at school when he was a youngster?"

"Yes, that was about ten years ago."

Continuing, witness said he knew Inspector Lambie and had had dealings with him. He had visited the office (District Sanitary Office) only three or four times, sometimes to see defendant and sometimes Lambie. He did not think he had visited that office 50 or 60 times. During the last three years witness had been in the habit of visiting the office. Witness did not know how long defendant was in that district.

"Look here, don't you know that an inspector has been, during the last two or three years, to inspect your premises?"

"I don't know. I might have been out at the time."

"From Queen's Road to get to the disinfecting station must not one pass East Street?"

"There are many other roads."

"Have you ever negotiated with other owners to get bribes?"

His Worship said that witness was not bound to answer the question.

Witness refused to answer the question.

Continuing, witness went on to say that he had other concreting work to do besides that of the Yuen Fat Hong. He got the work by asking his friends to get work for him. Some of his friends were owners of houses.

"When your friends were not the owners of houses, how did you get the jobs?"

"Through Mok, the broker."

"How did Mok get jobs?"

"I don't know."

"You endeavoured to ascertain the information as to when notices were sent out by the Sanitary Board requiring concrete to be re-laid?"

"Mok did that."

"What commission did you give Mok?"

"About \$2 for every house."

"What commission did you give Mok when you got bribes?"

"When defendant gave me \$50 I gave Mok \$10."

Witness, continuing, said that when he visited defendant's office with the \$250 in his pocket there were several Chinese clerks present, but he did not see Inspector Lambie. In all dealings with accused witness always spoke in Chinese. Witness's shop kept account books, but he did not enter all monies he received in it. There were no entries in his book of the bribes he received from defendant. Witness never went round with other inspectors—except defendant—to watch them inspecting houses (concrete).

Witness explained that among all his friends that owned houses the Yuen Fat Hong were the only people that were exempted from re-concreted.

"When the \$250 were brought to you, that was before the premises were inspected, isn't that so?" asked Mr. Wilkinson.

"Yes."

"Did you ask why the money was given before the inspection?"

"I did."

"Did you give it back?"

"I did not."

"Did you make a remark that it was strange that money should be paid before the inspection?"

"I did make such a remark."

"What form were you in when you were in school?"

"First class."

"That was when you left. But when you joined what class did you go to?"

"Ninth class."

"When did you first go to school?"

"I can't remember."

"Now think."

"I can't."

"Then at what age did you first go to school?"

"When I was twenty-one."

At this stage his Worship referred to the question previously asked by Mr. Wilkinson and which was objected to by Mr. Bowley, but which the Court held was not incriminating. Now his Worship wanted to know if Mr. Wilkinson withdrew the question. Mr. Wilkinson said he did not, but said he did not repeat the question at the time. A note to that effect was entered on the depositions.

That ended the cross-examination of the witness.

Mr. Bowley—You said you were in the same school with the defendant; were you ever in the same class?

Witness—No. I was in the same class with his brother.

Mr. Bowley—The late Inspector Gidley? Witness—Yes.

Mr. Bowley—You are now engaged in doing some work for Messrs. Lane, Crawford and Comp. ny, are you not?

Witness—Yes.

Mr. Bowley—I suppose you've not been paid for it yet?

Witness—No.

Mr. Bowley—When you saw the notice in the newspapers about telling the truth, did you speak to anyone else about it?—I did not.

Mr. Bowley—Do you have your house (unwashed)?—Yes, twice a year, Inspector Lambie looks after that.

The case was adjourned until Monday afternoon next.

COMMERCIAL.

TO-DAY'S INTELLIGENCE.

Buyers:—Hongkong Fires, \$325, H.K. C. and M. Steamboats \$28, Shell Transports 27/6, China Sugars \$160, Kowloon Wharves \$102, Shanghai Docks \$102, Hongkong Hotels \$120, Humphreys Estates \$11, China Providents \$9.50, Electric \$15, Watsons \$13.

Sellers:—Canton Insurances \$325, Indo-China \$74, Raubs \$7, Hongkong Docks \$137, West Points \$50, Cottons \$154, China Borneo \$11, Cements \$24, Ices \$236, Ropes \$29, Kwos \$15.77.

Sales:—Raubs \$7, Hongkong Lands \$110, Hongkong Hotels \$120, Dairy Farms \$17, Light and Power \$101, Watsons \$13, Powells \$10.

Nominal:—Hongkong Banks \$355 London £95.10, National Banks \$17, Unions \$785, China Fires \$33, China and Manila \$24, Douglas \$17, Hongkong Wharves \$15.240 ex div, Langkats \$15.240.

TO-DAY'S EXCHANGE.

Selling.
Bank of China T.T. 2/1 15/16
Do. demand 2/2
Do. 4 months sight 2/2 2/4
France—Bank T.T. 2/7 1/2
America—Bank T.T. 52 1/2
Germany—Bank T.T. 2/7 1/2
India T.T. 16 1/2
Do. demand 16 1/2
Hongkong—Bank T.T. 73
Singapore T.T. 8 1/2 prem
Japan—Bank T.T. 105 1/2
Yawa—Bank T.T. 130 1/2

Buying.
1 months sight L.C. 2/2 1/2
6 months sight L.C. 2/2 9/16
30 days sight San Francisco & New York 5/3
10 months sight do. 5/3
10 days sight Sydney and Melbourne 5/2 1/2
4 months sight France 2/7 1/2
3 months sight 2/7 1/2
1 months sight Germany 2/25 1/2
Bank Silver 30 1/2
Bank of England rate 31 7/8
Sovereign 2/6

To-day's Advertisements.

HONGKONG HOTEL.

—MENU—

SATURDAY, SEPTEMBER 1ST, 1906.

DINNER.

HORS D'OEUVRES.
Anchovy and Olive Croquettes.SOUP.
Potato.FISH.
Fish a la Creole.ENTREES.
Stewed Steak and Mushrooms.
Pigeon Parrot and Green Peas.
Chicken Liver and Ham Patties.CURRY.
Lamb.JOINTS, &c.
Roast Ribs of Beef and Yorkshire Pudding.
Roast Capon and Bread Sauce.
Boiled Calf's Head and Brain Sauce.
Cold Potatoes, Corned Beef and Tomato Salad.SWEETS.
Vermicelli Pudding.
Chocolate Ice Cream and Finger Cakes.
Topsy Cake.DESSERT.
Coffee. Fruit. [852]

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Second Mortgagee to sell by

PUBLIC AUCTION,

ON

MONDAY,

the 17th day of September, 1906, at 3 o'clock in the afternoon, at his Sale Rooms in Duddell Street,

(Subject to a First Mortgage of \$25,000

All that the Vendor's interest as a Second Mortgagee of and in THE RECLAMATION TO MARINE LOT 221 with the Houses situate thereon, and known as 155, Connaught Road Central and 309, Des Vaux Road Central. The premises are held under Reclamation and Possessory Agreements by which the owner of the premises is entitled to a Crown Lease of the same for 999 years upon the terms and conditions contained in such Agreements.

Annual Crown Rent \$42.

For particulars and conditions of sale apply to—

Mr. GEO. P. LAMBERT,

No. 3, Duddell Street,

Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.
AND
CHINA MUTUAL STEAM NAV. CO., LD.
JOINT SERVICES.FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"MACHAON"	2nd September.	
GLASGOW and LIVERPOOL	"TEENKAI"	6th "	
GLASGOW and LIVERPOOL	"MOYUNE"	13th "	
GLASGOW and LIVERPOOL	"AGAMEMNON"	20th "	
GLASGOW and LIVERPOOL	"CALCHAS"	27th "	
GLASGOW and LIVERPOOL	"MENELAUS"	27th "	
GLASGOW and LIVERPOOL	"NINGCHOW"	27th "	

HOMeward.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM & ANTWERP	"DIOMED"	11th September.	
GENOA, MARSEILLES & L'POOL	"PELEUS"	20th "	
LONDON, AMSTERDAM & ANTWERP	"CYCLOPS"	25th "	
HAVRE, ROTTERDAM & L'POOL	"KINTUCK"	30th "	

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO	DATE
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, and NAGASAKI, KOBE and YOKOHAMA	"NINGCHOW"	29th September.	

WESTWARD.

FROM	STEAMER	TO	DATE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"STENTOR"	5th September.	

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st August, 1906.

CHINA NAVIGATION CO. LIMITED.

TO	STEAMERS	TO	DATE
TSINGTAO, CHEFOO and NEWCHWANG	"KASHING"	1st September.	
AMOI and SHANGHAI	"TIENTSIN"	4th "	
MANILA	"TAMING"	4th "	
SHANGHAI	"KIUKANG"	5th "	
CHEFOO and NEWCHWANG	"KWEIYANG"	6th "	
TIENTSIN	"HUICHOW"	7th "	

MANILA, ZAMBOANGA, PORT DARWIN, THURSDAY ISLAND, COOK TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 31st August, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers
between Hongkong and Manila.—Saloon amidships—Electric
Light—Perfect Cuisine—Surgeon and Stewardess carried.
All the most up-to-date arrangements for comfort of
Passengers.CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain	For	Sailing Dates.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 1st Sept., at Noon.
RUBI	2540	R. Almond	"	SATURDAY, 8th Sept., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 18th August, 1906.

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast).

Steamship	About
"SOUTH AMERICA"	10th October.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents

Hongkong, 27th August, 1906.

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the
AMERICAN SYSTEM OF DENTISTRY,
37, DES VOGES ROAD CENTRAL.
From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.TSIN TING.
LATEST METHODS OF DENTISTRY.
STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEES.
Consultation Free.
Hongkong, 20th July, 1906.

Shipping—Steamers.

HAMBURG-AMERIKA
EAST ASIATIC SERVICE.

HOME-LINE.

STEAMERS	DESTINATIONS.	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	5th September.
EGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	18th October.

OUTWARD.

STEAMERS	DESTINATIONS.	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	5th September.
EGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	18th October.

HOMeward.

STEAMERS	DESTINATIONS.	TO SAIL
SUEVIA	YOKOHAMA AND KOBE	5th September.
EGOVIA	KOBE AND YOKOHAMA	13th September.
BRISGAVIA	SHANGHAI, YOKOHAMA AND KOBE	28th September.
HABSBURG	SHANGHAI, YOKOHAMA AND KOBE	29th September.
SITHONIA	SHANGHAI, YOKOHAMA AND KOBE	14th October.
C. FERD. LAEISZ	SHANGHAI, YOKOHAMA AND KOBE	18th October.

This steamer, specially built for the tropics, has splendid accommodation for first class passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa, table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons, smoking room, etc.

The steamer is lighted throughout by electricity and carries Doctor, Stewardess and Washermen.

The "RHEINIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong, Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be followed by s.s. "HABSBURG," s.s. "SCANDIA," and s.s. "SILESIA."

COAST SERVICE.

STEAMERS	DESTINATIONS.	TO SAIL
DAPHNE, TSINGTAO, NAGASAKI and VLADIVOSTOK	MONDAY, 3rd September.	Freight and Passengers.
KOWLOON	SHANGHAI AND CHINKIANG	Freight and Passengers.

Taking Cargo at through rates to Tsingtao and Chemulpo.
Freight and Passage, apply to
HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE.For steamers of the Coast Service marked † to
SIEMSEN & CO.

Hongkong, 31st August, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
TIENTSIN, VIA WATOW & CHEFOO, CHEONGSHING	"SUNDAY"	2nd Sept., Daylight.
SINGAPORE, PENANG & CALCUTTA, NAMSANG	"TUESDAY"	4th Sept., 3 P.M.
SHANGHAI	"HANGSANG"	5th Sept., 4 P.M.
MANILA	"LOONGSANG"	7th Sept., 4 P.M.

These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 31st August, 1906.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND
SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA.FOR
PORTLAND, OREGON.OPERATING IN CONNECTION WITH
THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NICOMEDIA"	4,370	G. Meisner	September 16th.
"NUMANTIA"	4,370	Feldmann	October 6th.
"ARABIA"	4,483	Metzenhain	"
"ARAGONIA"	5,198	Ernst	"

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, Agent.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,
(Calling at Port Darwin and
Queensland Ports, and taking through Cargo to
Adelaide, New Zealand, Tasmania, &c.)THE Steamship
"EASTERN,"
Captain Powell, will be despatched as above,
TO-MORROW, the 1st September, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 31st August, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.
THE Steamship
"RADNORSHIRE"
will be despatched for the above Ports, on
or about the 20th of September.For Freight and Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 17th August, 1906.

Shipping—Steamer.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.
FOR SHANGHAI, KOBE AND
YOKOHAMA.THE Company's Steamship
"SALAZIE,"
Captain Alland, will be despatched as above,
on or about MONDAY, the 3rd September.For Freight or Passage, apply to
G. DE CHAMPEAUX,
Agent.

Hongkong, 27th August, 1906.

Consignees.

FROM HAMBURG, BREMEN, PENANG
AND SINGAPORE.

THE H. A. L. Steamship

"SENEGAMBIA,"
Captain Peter, having arrived from the
above Ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their goods from
alongside.Optional Cargo will be forwarded unless
notice to the contrary be given before TO-
DAY.Any Cargo impeding her discharge will be
landed into the hazardous and for extra hazard-
ous Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, and stored at
Consignees' risk and expense.All Claims must be presented within ten
days of the steamer's arrival here after which
date they cannot be recognized.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd September, will be
subject to rent.All broken, chafed and damaged Goods are
to be left in the Godowns, where they will be
examined on the 3rd September, at 3 P.M.No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 27th August, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ HEINRICH,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 6 A.M.
TO-MORROW.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 3rd of September, will be
subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 3rd of September,
9.30 A.M.All Claims must reach us before the 8th of
September, or they will not be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 27th August, 1906.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the Hong-
kong and Kowloon Wharf and Godown Com-
pany, Limited, Kowloon, whence delivery may
be obtained.Optional Cargo will be forwarded unless
notice to the contrary be given before 3 P.M.,
TO-DAY.No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 3rd of September,
will be subject to rent.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on MONDAY, the 3rd of September,
9.30 A.M.All Claims must reach us before the 8th of
September, or they will not be recognized.No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 27th August, 1906.

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM MIDDLESBORO' AND LONDON.

THE Steamship

"GLENHORN,"
having arrived from the above Ports, Consignees
of Cargo by her are hereby informed that their
Goods are being landed at their risk into the
Godowns of the Hongkong and Kowloon
Wharf and Godown Co., Limited, at Kowloon,
where each consignment will be sorted out
mark by mark, and delivery can be obtained
as soon as the Goods are landed.Optional Goods will be carried on unless
instructions are given to the contrary before
4 P.M., TO-DAY.Goods not cleared by the 2nd proximo will
be subject to rent.No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage
obtained from the Godown Company within
ten days after the steamer's arrival.No claims will be recognized if not presented
within 14 days of the ship's arrival.MCGREGOR BROS. & GOW,
Agents.

Hongkong, 27th August, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD,
HONGKONG.

CABLE ADDRESS.—Telegraph, Hongkong.

THE leading English Newspaper in China
Also widely circulated in Japan, Ceylon,
China, Ceylon, India and the Far East
generally.A daily newspaper with weekly edition
published for despatch by the homeward mail
The daily is recommended as more generally
suitable, except for subscribers in Europe or
America.A special feature is made of full and accur-
ate reports of local occurrences, and of mat-
ters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best
medium for advertising in China. It circulates
largely among all classes of the community,
is the largest daily newspaper and has a
wider circulation than any journal in the Far
East.Special attention given to effectively display-
ing advertisements.The type used as a standard for setting
advertisements is similar to this, unless we are
instructed to display the advertisement, when
any effective style of type will be adopted
This standard runs exactly eight lines to the
inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages
each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements
can be ascertained from the Manager.Advertisements for the Daily should reach
the Hongkong Telegraph Office not later than
noon of the day they are intended to appear.Unless otherwise specified all advertisements
will be repeated and charged for until counter-
manded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken,
PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

PRESSERS.

All job printing is done under European
supervision, well turned out, free from errors,
and remarkably cheap at

THE HONGKONG TELEGRAPH

OFFICE.

Estimates given for all classes of work on
application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.
1, Ice House Road,
Hongkong.

HARPY YACHTS.

A DUTCH INVENTION THAT WAS IMPORTED INTO GREAT BRITAIN.

"Yacht" is one of many marine terms imported into English (and indeed every European language) from the Dutch. It is derived from the verb "jachten" (to hunt), to chase, to hunt. And, like the word, so the sport of yachting—that is, taking up sailing for its own sake as a mainly exercise—originated in Holland. The Phoenicians, Greeks and Romans had their pleasure craft propelled by the galley's slave, however, these floating barges had merely some ornamental sail. There is no evidence that even those superb shipwrights of Venice and Genoa were ever employed by the amateur sailor of the fifteenth century. On the other hand, it is quite certain that before 1650 the "yacht," a ship not for purposes of either commerce or war, was known in Holland. The absolute flatness of the country, its great network of inland waterways, the proximity of many flourishing towns, had always favoured navigation. In their life and death struggle with Spain the Dutch made the waters their bulwark, on the water they wrested the sceptre of colonial empire from Philip's hand, and in the flush of victory it became the favourite scene of their recreations.

Special mention is made by the chroniclers of yachts belonging to the Earl of Leicester during his stay in the Netherlands (158-1588) and to Maurice of Orange. We know their inventories, but unfortunately no pictures have been preserved. The growing popularity of the sport is testified to by the fact that in 1622 a harbour for yachts was laid out in Amsterdam, and it was soon followed by two others. These harbours were undoubtedly the first of their kind in the world. The yacht owners formed three chartered guilds, with regular constitutions and officers, after the manner of the time, and once a year they kept holiday. Those were the palmy days of magnificent processions, glittering groups, living pictures, of the guilds of rhetoric in which Moley is eloquent. They had their counterpart on the River Y before Amsterdam. Every year on two consecutive days in July the guilds' squadrons sailed forth to hold their grand parades, mimic fights and concerted manoeuvres. This "Admiralzeilen," as it was called, dates from the fifteenth century. The merchantmen engaged in the Baltic trade combined in large fleets, and had to arrange for their own defence against enemies. With this end in view, they were annually drilled by an Admiral. In later times the duty of protection devolved on the regular navy, but the name and practice of Admiralzeilen was retained, and survives till this day.

King Charles II. may be said to have introduced the sailing sport in England. During his long exile in the Netherlands he acquired a good knowledge of ships, and he had, moreover, all the instincts of a yachtsman. At Breda, where he happened to be when he returned to the throne, he received a special embassy from the Dutch States-General. A flotilla of yachts was put at the disposal of the King and his suite. Charles travelled to The Hague in a yacht built for the Prince of Orange, and expressed himself so delighted with it that the States then begged to present him with one like it. It is this yacht *Mary* which Samuel Pepys mentions in his diary as making its appearance on the Thames in 1659. It was 52 feet long, had 19 feet beam and drew 10 feet of water. In 1661 another yacht from Holland, the *Breem*, followed. All the first English yachts were close copies of these boats. Indeed, when in 1720 the first English yacht club was founded, the *Cork Harbour Water Club*, the *Starry-Hooter* was the popular yacht, and a very Dutch looking craft it was—*The Outlook*.

Shipping.

Arrivals.

Glenalloch, Br. s.s., 1,434 G. Kinghorn, 31st Aug.—Sourabaya 16th Aug., Sugar.—Joo Tek Sang.

Cranley, Br. s.s., 2,033, W. E. Steele, 31st Aug.—Ching-wan-tan and Chefoo 25th Aug.; Coolies—G. L. & Co.

Cheongshing, Br. s.s., 1,256, S. I. Payne, 31st Aug.—Canton 30th Aug., Gen.—J. M. & Co.

Meelo, Ch. s.s., 312, McArthur, 31st Aug.—Canton 30th Aug., Gen.—C. M. S. N. Co.

Massan Maru, Jap. s.s., 910, S. Tagami, 30th Aug.—Tientsin via Swatow 29th Aug., Gen.—J. B. K.

Clara Jensen, Ger. s.s., 1,101, J. I. Witten, 31st Aug.—Samarang 21st Aug., Sugar.—J. & Co.

Clearances at the Harbour Office.

Chongshing, for Swatow.

Chongshing, for Shanghai.

Yuenang, for Manila.

Zafiro, for Manila.

Baiton, for Hoihow.

Ningpo, for Chinkiang.

Departures.

Aug. 31.

Germania, for Sydney.

Falk, for Singapore.

Yuenang, for Manila.

Chongshing, for Shanghai.

Hailan, for Hoihow.

Alcinous, for Singapore.

Shanghai, for Shanghai.

Kailong, for Hoihow.

Shipping Reports.

Str. Glenalloch from Sourabaya.—Strong SW. winds and rain, heavy sea to port.

Str. Cranley from Canton.—Experienced typhoon N. end of Formosa Channel, (Turnabout) with very high sea followed by strong SW. monsoon.

Vessels in Port.

Steamers.

Athenian, Br. s.s., 1,440, A. O. Cooper, 28th Aug.—Vancouver, B.C., 2nd Aug., and Shanghai 24th, Gen.—C. P. R. Co.

Coptic, Br. s.s., 2,744, Wm. Finch, R.N.R., 24th July.—San Francisco 27th June, Yokohama 13th July, Kobe 15th and Nagasaki 17th, Mails and Gen.—O. & S. S. Co.

Daphne, Ger. s.s., 1,225, F. Schipper, 26th Aug.—Molli 21st Aug., Cont.—H. A. & Co.

Eastern, Br. s.s., 3,587, F. W. Hood, R.N.R., 28th Aug.—Japan 21st Aug., Gen.—G. L. & Co.

Emma, Luyken, Ger. s.s., 1,150, G. Conrad, 16th July.—Mauritius 20th June, Sugar.—Wing Sing & Co.

Glenalloch, Br. s.s., 1,434, G. Kinghorn, 31st Aug.—Sourabaya 16th Aug., Sugar.—Joo Tek Sang.

Hailan, Br. s.s., 1,262, A. E. Hodgins, 20th Aug.—Foolchow 26th Aug., Amoy 27th, and Swatow 28th, Gen.—D. L. & Co.

Holstein, Ger. s.s., 1,103, A. Niejahr, 20th Aug.—Hongkong 24th Aug., and Hoihow 28th, Coals and Pigs.—J. & Co.

Lonsok, Ger. s.s., 1,020, G. Schultzen, 25th Aug.—Bangkok 19th Aug., Rice—B. & S. Medley, R. Klemmer, Ger. s.s., 1,020, S. Simonson, 28th Aug.—Bangkok 19th Aug., Rice—B. & S.

Mercedes, Br. s.s., 2,000, J. S. McGregor, 30th Aug.—Weihaiwei 23rd Aug., Govt. Stores.—Admiralty.

Minnesota, Am. s.s., 1,323, J. H. Rinder, 24th Aug.—Seattle 25th July, and Shanghai 2nd Aug., Gen.—N. Y. K.

Nam Sang, Br. s.s., 2,591, P. H. Rolfe, 26th Aug.—Calcutta 11th Aug., via Penang and Singapore 20th Aug., Gen.—J. M. & Co.

Neil MacLeod, Am. s.s., 601, E. Curran, 19th June.—Manila 16th June, Ballast.—Barretto & Co.

N. S. de Rosario, Am. s.s., 715, M. Lopez Blanco, 12th June.—Manila 9th June, Ballast.—Barretto & Co.

Nippon Maru, Jap. s.s., 3,072, W. C. T. S. Filmer, 26th Aug.—San Francisco 28th July, and Shanghai 24th Aug., Mails and Gen.—N. Y. K.

Paklat, Ger. s.s., 1,018, H. Demes, 23rd Aug.—Bangkok 16th Aug., Rice and Wood.—B. & S.

Petrarch, Ger. s.s., 1,252, R. Hatje, 12th June.—Saigon 7th June, Gen.—S. W. & Co.

Phuyen, Fr. s.s., 2,406, Ducroisier, 18th Aug.—Saigon 14th Aug., Gen.—B. & Co.

Pisanulok, Ger. s.s., 1,267, D. Reimers, 27th Aug.—Bangkok via Swatow 19th, Rice and Wood.—B. & S.

Proment, Nor. s.s., 2,206, J. Christiansen, 27th Aug.—Canton 28th Aug., Gen.—Order.

Prometheus, Nor. s.s., 1,023, O. Kornelissen, 23rd Aug.—Bangkok 17th Aug., Rice.—N. Y. K.

Providence, Nor. s.s., 693, H. Skarveho, 29th Aug.—Bangkok 22nd Aug., Rice.—A. K. & Co.

Quana, Ger. s.s., 1,825, H. Madsen, 24th Aug.—Sourabaya 12th Aug., Gen.—S. W. & Co.

Rubi, Br. s.s., 1,611, R. W. Almond, 27th Aug.—Manila 24th Aug., Gen.—S. T. & Co.

Saint Helena, Br. s.s., 2,707, Robertson, 25th Aug.—Calcutta 12th Aug., Coal.—M. & Co.

Shahjehan, Br. s.s., 1,610, Scott, 25th Aug.—Saigon 20th Aug., Gen.—Chinese.

Strathmore, Br. s.s., 2,202, King, 27th Aug.—Rangoon 17th Aug., Coal.—D. & Co., Ltd.

Sullberg, Ger. s.s., 782, C. Lupp, 28th Aug.—Amoy 26th Aug., Gen.—S. & Co.

Victoria, Swed. s.s., 989, J. A. Hellberg, 27th Aug.—Sourabaya 17th Aug., Sugar.—Angard, Thoresen & Co.

Yatshing, Br. s.s., 1,424, Courtney, 27th Aug.—Molli 21st Aug., Coal.—J. M. & Co.

Zafiro, Br. s.s., 1,629, R. Rodger, 20th Aug.—Manila 17th Aug., Hemp and Sugar.—S. T. & Co.

Z. V. de Aldecoa, Am. s.s., 1,260, F. Xandaro Echaz, 12th June.—Manila 12th June, Ballast.—Barretto & Co.

SAILED VESSELS.

I. F. Chapman, Am. s.s., 2,013, R. Banfield, 25th Aug.—Manila 15th Aug., Ballast.—A. K. & Co.

DOCK RETURNS.

HONGKONG AND WHAMPOA DOCKS.

Nippon Maru at Kowloon Dock.

H.M.S. Alacrity " " "

S.M.S. Teintant " " "

Athenian " " "

Rein " " "

Rubi at Aberdeen "

SHANGHAI.

24th August.

Indian International Dock.

Yoonang and Pooting New "

Shansi Tunkado "

Ships Passed The Canal.

18th July—Charles Tiberghien, Prussian.

Slavonia, Tamba Maru, Ajado, Sultanhall, 20th July—Daucalon, Konangal, Saluma, Socora, Lileria, 20th July—Antenor, 25th July—Arcadia, Bencluch, Oceanian, Trieste, Rhipens, Sachsen, 27th July—Hyson, Inaba Maru, Palawan, Polynesia, 1st August—Andalusia, Benmohr, Idomenus, Laos, Zieten, Senegambia, Shinko Maru, 3rd August—Bilirephion, Kintuch, Kawachi Maru, 8th August—Benglo, Draemar, Dandighkita, Manila, Prinz Heinrich, Roon, Survia, Tourane, 11th August—Ajaz, Machaon, Salaste, Awa Maru, Seydlitz, Tenkal, Aclia, Cambodia, 14th August—Benlomond, Kennabre, Pashawar, Segovia, Kamakura Maru, Rhanania, 18th August—Agamimmon, Benlauros, Moynan, Poggia, Promethus, Tonkin, 21st August—Glenroy, Japan, Nippon, 25th August—Bayern, Calchar, Oceanian, Samui Maru, Teuch, Iyo Maru, 28th August—Merionethshire, Palma, Ellen Rickmers.

Arrivals at Home—18th July—Aker, Vandalia, C. Ferd Laszlo, 20th July—Silkonia, Jaia, 25th July—Danador, Benumun, Flintshira, Seneca, Tamba Maru, 26th July—Palermo, 27th July—Arcadia, Oceanian, 1st August—C. Ferd Laszlo, Trieste, 2nd August—Daucalon, Prussian, 8th August—Charles Tiberghien, Zieten, Inaba Maru, 11th August—Tonran, 10th August—Palawan, 14th August—Hyson, Roon, 18th August—Benmohr, Idomenus, Saluma, 31st August—Ajaz, Andalusia, Kamakura Maru, 25th August—Aclia, Seydlitz, Tonkin, 28th August—Rhanania, Wraycastle, Benlomond, Promethus.

Passengers arrived.

Per Empress of India, for Vancouver, &c.—Mrs. Macdonald, Master Hector Macdonald, Mrs. Tops, Misses Winsome, Dorothy, Mrs. Messrs. Richardson, Gilewood, Mr. and Mrs. J. R. Edgar, Messrs. W. E. Skinner, A. G. Ball, M. Dean, D. Willer, Mrs. M. Dobbin, Comdr. O. C. Monro, R.N., Comdr. H. du Cane Lund, M.R., Messrs. Geo. Mait, Haterick, Mr. and Mrs. J. E. Hill, Messrs. Victor Williams, Whitmore, Alex. Ros, Capt. O'Neill-Power, Mr. Chas. W. Ure, Mr. and Mrs. Bishop, Messrs. Levin, Woll, Butterworth, Mr. and Mrs. Jameson, Mrs. E. Mast, Messrs. G. Newington, Matley, Mrs. Peach, and Mrs. Lykum.

Passengers departed.

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Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MAR-
SEILLES, LONDON,
HAVRE, BORDEAUX, MEDITERRANEAN AND
BLACK SEA PORTS.

The S.S. "CALEDONNIEN."

Captain Gregory, will be despatched for MAR-
SEILLES on TUESDAY, the 4th September,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transshipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. POLYNESIESE 18th September.

S.S. SALAZIE 2nd October.

S.S. OCEANIE 16th October.

G. DE CHAMPEAUX,
Agent.

Hongkong, 22nd August, 1906.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDI-
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA,
PENINSULAR GULF, CONTINENTAL AMERICA,
CAN and SOUTH AFRICAN PORTS.)

T.H.R. Steamship

"MALTA,"

Captain R. A. Peters, carrying His Majesty's
Mail, will be despatched from this for
BOMBAY, on SATURDAY, the 8th September,
at Noon, taking Passengers and Cargo for the
above Ports in connection with the Company's
S.S. Macedonia, 10,512 tons, from Colombo,
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Arcadia*,
due in London on the 21st October, 1906.

Parcels will be received at this Office until
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 25th August, 1906.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

Connecting '31 Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Pletades 3,753 F.G. Purington 20th Sept.

Lyra 4,417 G. V. Williams 20th Sept.

Shamut 9,606 E. V. Roberts 24th Oct.

Tremont 9,606 T. W. Garlick.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shamut* and *Tremont*
are fitted with very superior accommodation for
first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 27th August, 1906.

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About

"ATHOLL" 11th September.

"ERROLL" 2nd October.

For Freight and further information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 30th August, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor Schools,
who are taught by the Sisters.

Who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

OF

LONDON, INDIA, CHINA, JAPAN, AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY * * * * *

" * * * * *

" * * * * *

WHISKY, PAUL MALL.

" JOHN WALKER & SONS' OLD HIGHLAND

" C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

" DOURO

SHERRY, AMOROSO

" LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

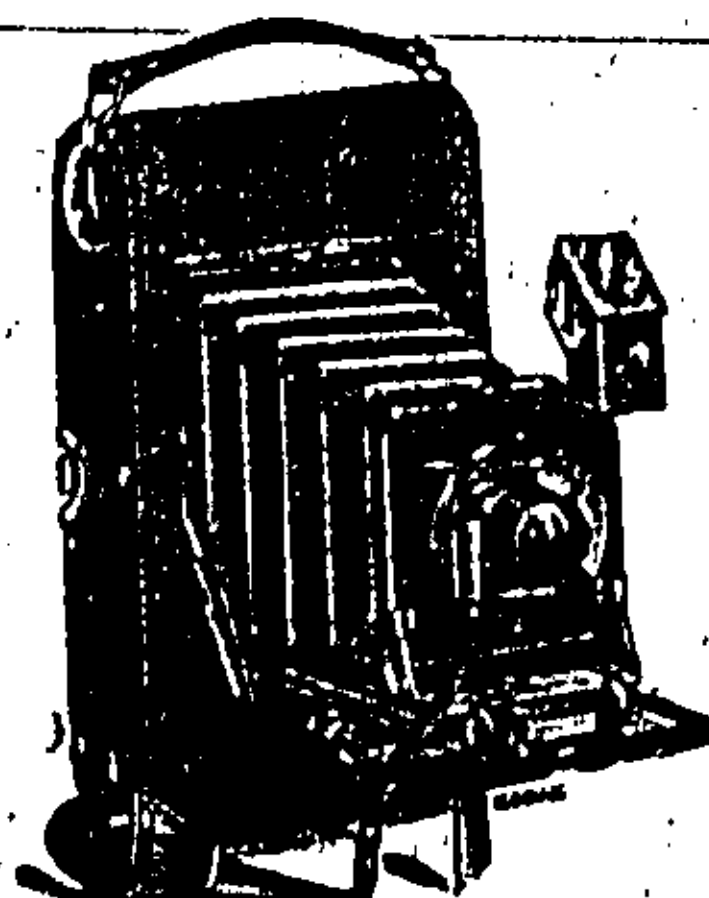
REQUISITES.

&c., &c., &c.

Telephone 1256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1907



DEPOT

FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co., Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	10,000	\$125	\$125	\$1,000,000 \$10,250,000 \$250,000 \$12,735 \$150,000	\$1,724,72	{ 1.15% @ Ex. 2/11 = \$16.47 for first half- year 1906	1 1/2	{ \$835 ex div. { London 104.10/ \$47 sales
National Bank of China, Limited	10,025	£7	£6		\$74,099	\$2 (London 3/6) for 1905		
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,000,000 \$147,895	\$211,540	\$20 for 1904	6 1/2	\$330.
North China Insurance Co., Limited	10,000	£15	£5	{ £100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 1/2	Tls. 85 sellers.
Union Insurance Co. of Canton, Limited	10,000	\$250	\$100	{ \$2,000,000 \$40,000 \$33,131 \$153,844 \$609,279 \$800,000 \$161,778 \$15,527 \$1,000,000 \$229,488 \$2,616 \$1,220,928	\$2,732,171	Interim div. of 13/6 for 1905	4 1/2	\$785 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60		\$508,334	\$12 and \$3 special dividend for 1904	8 1/2	\$175 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20		\$344,058	\$6 for 1904	6 1/2	\$924 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50		\$422,618	\$25 for 1904	7 1/2	\$325 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	{ \$6,000 \$264,638 \$88,941	\$6,563	\$1 1/2 for 1905	6 1/2	\$224
Hongkong Steamship Company, Limited	10,000	\$50	\$50	{ \$250,000 \$600,000 \$144,380 \$120,000 \$280,958 \$3,999	\$5,464	\$3 1/2 for year ended 30.6.1905	7 1/2	\$47
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$600,000 \$144,380 \$120,000 \$280,958 \$3,999		\$1 for 1st half-year 1906	7 1/2	\$274 b. ex div.
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	{ Tls. 10,000 Tls. 10,000 Tls. 5,000	£2,412	10/- @ ex. 2/1 9/16 = \$1.69	6 1/2	\$74
Shanghai Tug and Lighter Company, Limited	100,000	Tls. 50	Tls. 50	{ Tls. 10,000 Tls. 10,000 Tls. 5,000	Tls. 23,156	Interim div. of Tls. 2 1/2 a/c 1906	8 1/2	Tls. 60 sellers
Do. (Preference)	100,000	£1	£1	{ \$400,000 \$4,444	£207,815	Interim div. of Tls. 1 1/2 a/c 1905	6 1/2	Tls. 10 buyers
Shell Transport and Trading Company, Limited	100,000	\$10	\$10	{ \$65,000 \$32,957	£218	1/- (Coupon No. 6) for 1905	4 1/2	\$29
Star Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 98,000 Tls. 305,479 Tls. 48,000 Tls. 87,209		\$0.75 for year ending 30.4.1906	3 1/2	\$20
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50		Tls. 13,913	Interim div. of Tls. 2 account 1906	9 1/2	Tls. 45 buyers
PEENING.								
Hongkong Refining Company, Limited	10,000	\$100	\$100	{ \$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$25 for 1905	6 1/2	\$155 buyers
Luzon Sugar Refining Company, Limited	10,000	\$100	\$100	{ none Tls. 100,000	\$134,588	\$1 for 1907		\$214 buyers
Perak Sugar Cultivation Company, Limited	10,000	Tls. 50	Tls. 50	{ Tls. 100,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04		Tls. 80 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	100,000	£1	£1	{ £80,000 £26,011	£13,355	{ 1/- (No. 6) interim div. for 12 months ending 28.2.06	7 1/2	Tls. 10 buyers
Consolidated Mining Company, Limited	100,000	G \$10	G \$10	{ none Tls. 100,000	G \$90,050	Final of 50 cents making G \$1 for 1905	7 1/2	G \$14 nominal
Gold Australian Gold Mining Company, Limited	100,000	£1	£1	{ £4,873	£8,745	No. 12 of 1/- = 48 cents		\$7
DOCKS, WHARVES & GODOWNS.								
Fenwick (Gen.) & Co., Limited	18,000	\$25	\$25	{ \$70,000 \$65,100 \$5,900	\$8,915	\$2 for 1905	9 1/2	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	{ \$50,000 \$1,000,000 \$20,000	\$20,040	\$2 1/2 for a/c 1906	6 1/2	\$103 ex div.
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	{ \$49,500 \$88,000	\$392,087	\$6 for first half-year ending 30.6.06	8 1/2	\$140 ex div.
New Amoy Dock Company, Limited	10,000	\$50	\$50	{ Tls. 1,000,000 Tls. 59,783	\$2,221	\$1 for 1905	6 1/2	\$18
Shanghai Dock and Engineering Co., Ltd.	57,700	Tls. 100	Tls. 100	{ Tls. 5,770,000 Tls. 57,665	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	8 1/2	Tls. 102 sales
Shanghai and Hongkong Wharf Company, Limited	32,000	Tls. 100	Tls. 100	{ Tls. 3,200,000 Tls. 30,900	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	5 1/2	Tls. 2-7/8 buyers
Yangtze Wharf and Godown Company, Limited	7,500	Tls. 100	Tls. 100	{ Tls. 750,000	Tls. 5,668	Tls. 18 for 1905	8 1/2	Tls. 225 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ none \$29,516	none	First year	10 1/2	Tls. 102 sales
Star House Hotel Company, Limited (Shanghai)	6,000	\$25	\$25	{ \$29,516	\$8,418	\$3 for year ended 30.6.1906	10 1/2	\$10 ex div.
Central Stores, Limited	24,000	\$15	\$15	{ none	\$4,714	\$2.40 on \$12 for 1905	13 1/2	\$18 sales
Do. (new issue)	123	\$15	\$15	{ none		7% on \$7 1/2 for 1905		\$154 sales
Do. (Founders')				{ none		None		\$300 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$648,975 \$19,075	\$10,057	\$5 for second half-year making \$10 for 1905	8 1/2	\$120 buyers
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	{ \$250,000 Tls. 59,783	\$67,839	Interim div. of \$3 1/2 account 1906	6 1/2	\$110
Hotel des Colonies Company, Limited	9,000	Tls. 25	Tls. 25	{ Tls. 225,000 Tls. 59,783	Tls. 1,935	Final of 6/- = 10/- for 1905	10 1/2	Tls. 134 sellers
Hotel Metropole Company, Limited	7,000	\$100	\$100	{ none \$208,386 \$50,000	\$4,697	Final of \$6 making \$10	7 1/2	\$114
Humphreys Estate & Finance Company, Limited	100,000	\$10	\$10	{ none \$50,000	\$5,070	80 cents for 1905	6 1/2	\$9
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	{ none Tls. 866,493 Tls. 70,000	\$54	\$2 1/2 for 1905	6 1/2	\$110
Shanghai Land Investment Company, Limited	50,000	Tls. 50	Tls. 50	{ Tls. 2,500,000 Tls. 70,000	Tls. 52,194	Tls. 3 for half-year 1906	6 1/2	Tls. 110
West Point Building Company, Limited	12,500	\$50	\$50	{ none	\$772	Interim div. of \$2 account 1906	8 1/2	\$50
COTTON MILLS.								
Hongkong Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 45,039	Tls. 100,000	Tls. 8 for year ended 31.10.1905	10 1/2	Tls. 77 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$30,000	\$23,264	\$1 for the year ending 31.7.05	6 1/2	\$154
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 100,000	Tls. 18,718	3 1/2 a/c 1898		Tls. 68 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ Tls. 800,000	Tls. 35,986	Tls. 8 for 1905	9 1/2	Tls. 82 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	{ Tls. 18,416	Tls. 35,986	Tls. 25 for 1905	7 1/2	Tls. 320 buyers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	{ none \$814	\$1,066	\$7 for 1905	7 1/2	\$90 buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ \$1,000,000 \$10,000	\$814	1/3 per share for 1905	8 1/2	\$7
Campbell, Moore & Co., Limited	1,200	\$10	\$10	{ \$1,000,000 \$10,000	\$1,097	\$1 for 1905	9 1/2	\$2
China-Borneo Company, Limited	60,000	\$12	\$12	{ none Tls. 50,000	Nil.	\$1 for 1904		\$114
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	{ Tls. 200,000 Tls. 189	Tls. 189	Final of Tls. 5 making Tls. 10 for 1905	15 1/2	Tls. 65 buyers
China Light and Power Company, Limited	50,000	\$10	\$10	{ none \$1,219	\$1,219	60 cents for year ended 28.2.06	6 1/2	\$104 buyers
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	{ \$80,000 \$25,000	\$1,181	80 cents for 1905	8 1/2	\$90 buyers
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	{ \$25,000 \$2,864	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2	\$17
Green Island Cement Company, Limited	200,000	\$10	\$10	{ \$410,000 \$500,000 \$186,000	\$52,291	Int. div. of 75 cents for 1-year ended 30.6.06	9 1/2	\$22 buyers
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	10 1/2	\$234 buyers
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none \$2,568	\$2,568	{ 60 cents for 10 months ending 28.2.06 \$5 for year ending 30.11.1904	6 1/2	\$144 buyers
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	{ \$100,000 \$2,796	\$2,796	\$5 for year ending 30.11.1904	6 1/2	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$80,000 \$3,776	\$3,776	Int. div. of \$4 for 1-year ended 30.6.06	8 1/2	\$230 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	{ \$61,000 \$5,813	\$5,813	\$5 for 1905 on 5 shares	6 1/2	\$20
Hongkong Steam Waterbury Company, Limited	15,000	\$10	\$10	{ \$2,500 \$188		Final of 50 cents making \$1 for the year	12 1/2	\$8
Maatschappij tot Mijl, Bosch en Landbouwen- plaat in Langkat, Limited	25,000	Gs. 100	Gs. 100	{ Tls. 527,503 Tls. 27,003	Tls. 10,374	second interim div. of Tls. 2 1/2 making Tls. 15 so far a/c yr. ended 31.10.06	9 1/2	Tls. 240 sales
Philippine Company, Limited	67,500	\$10	\$10	{ none Dr. P. 34,324		None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	{ Tls. 165,000 Tls. 11,017	Tls. 11,017	(Interim dividend of Tls. 31 account) 1906	6 1/2	Tls. 125 buyers
Shanghai Horse Bazaar Co., Ltd.	54,000	Tls. 50	Tls. 50	{ Tls. 4,000 Tls. 9,751	Tls. 9,751	Tls. 6 for 1904	12 1/2	Tls. 50 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	{ Tls. 8,000 Tls. 24,820 Tls. 25,000	Tls. 2,753	Interim div. of Tls. 5 account 1906	10 1/2	Tls. 135 ex div.
Shanghai-Sum tra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 25,000	Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2	Tls. 80 buyers
Shanghai Waterworks Company, Limited	{ 7,200 7,200 6,000 20,000	{ £20 £20 £25 \$5	{ £20 £20 £25 \$5	{ Tls. 100,000 Tls. 100,000 Tls. 100,000 Tls. 15,295	{ Tls. 85,592 Dr. \$41,934 \$1,134	{ Interim div. of 15/- for 1-year 1906 Interim div. of 5/- for 1-year 1906 None 50 cents for year ended 31.5.05	{ 8 1/2 7 1/2	{ Tls. 360 Tls. 280 \$6 Tls. 105
South China Morning Post, Limited	6,000	\$25	\$25	{ none				
Steam Laundry Company, Limited	20,000	\$5	\$5	{ none				
Tientsin Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	{ Tls. 15,295	Tls. 1,012	Interim of Tls. 4 for year 1905/6	8 1/2	Tls. 105
United Asbestos Oriental Agency, Limited	9,900	\$10	\$10	{ \$25,000	\$752	{ 70 cents for year ended 31.5.1906 \$9.90	{ 8 1/2 6 1/2	{ \$8 \$150
Do. (Founders')	100	\$10	\$10	{ \$100,000 \$25,000			7 1/2	\$13
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$25,000	\$2,731	Final of 50 cents making \$1.1 for 1905	7 1/2	\$13
William Powell, Limited	15,000	\$10	\$10	{ \$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 1/2	\$10 buyers
DIVIDENDS PAYABLE								
Shanghai & Hongkong Wharf & Godown Co.	Tls. 8							31st August
Hongkong Hotel Co., Ltd.	\$5							2nd September
Hongkong High Level Tramways Co., Ltd.	\$20							2nd September
Shanghai Sumatra Tobacco Co., Ltd.	Tls. 4							7th September
H.K. Cotton Spinning, Weaving & Dyeing Co., Ltd.	\$1.25							9th September
Maatschappij tot Mijl-Boschen Land- bouwenplaat in Langkat	Tls. 7 1/2							15th September